



S-E-C-R-E-T

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c. Dispersal

Throughout the period of report there were four MIG 17s parked at readiness adjoining the eastern end of the runway. At night these aircraft remained in position and uncovered, guarded by airforce sentries. All remaining fighter aircraft were parked in front of the hangars during daylight and towed inside at dusk. The three IL 28s remained parked on the apron in the southeastern corner of the airfield.

3. Flying Activity

- a. After dusk on 7, 8 and 9 September one of the three IL 28s took off, being followed approximately 4 - 5 minutes afterwards by two MIG 15/17s. All three aircraft departed from the airfield circuit but returned and landed at very short intervals 45 - 50 minutes later. No tactics could be observed.
- b. The IL 28 aircraft have not been observed airborne by day since their arrival on 6 August.
- c. Very little flying has been undertaken by MIG 15/17s during the period. The MIG 17s have flown by day without auxiliary tanks. However, on one occasion after dark, a MIG 17 with underslung auxiliary wing tanks was identified.

4. Radio Radar

- a. During the night of 6/7 September, the Token located on the north-western perimeter of the airfield was removed and has not been located anywhere else on the airfield or in its immediate vicinity.
- b. The other newly arrived Token located in the southeastern corner of the airfield near the vehicle park has only appeared to operate while aircraft were airborne from the airfield. This site is manned by EM wearing plain black shoulderboards.
- c. 2 VHF Disc Cones each surmounting a telescopic mast adjoining a 2-axled radio van were set alongside of the four alert MIG 17s at the eastern end of the runway.
- d. The inner and outer marker beacons were still located on the field.
- e. A Fishnet and Kniferest were located in the southeast corner of the airfield between the hangars and the nearby rail spur.

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